



INTERMODAL LOGISTICS PARK (ILP) NORTH

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Key:

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- Draft Order Limits
 - Open land / landscaping, including bunding, fencing, attenuation ponds, public footpaths and cycleways, estate road infrastructure, drainage infrastructure, realignment of Parkside Road and bridgeworks.
 - Private open land, non accessible to the public
 - Highfield Moss protection zone including landscaping, earthworks and drainage infrastructure.
 - Amenity Area
 - Parkside road realignment, including associated footpaths, cycleways, landscaping and drainage infrastructure.
 - Area of existing highways and land reserved adjacent to existing highways for construction / laydown of materials / compounds, highways, engineering and drainage works.
 - Existing rail corridor
 - Rail freight interchange including rail sidings, gantry cranes, container hardstanding, lorry park, bridge infrastructure and estate road access.
 - Limit of deviation for Western rail chord and associated works
 - Rail corridor within open land
 - Rail corridor within development zones
 - Location of Container Stack up to 7 high
 - Location of Container Stack up to 5 high
 - New road bridge infrastructure over rail line
 - New pedestrian / cycleway infrastructure over rail line
 - New pedestrian footpath infrastructure over rail line
 - Extent of M6 motorway (retained as existing) within the Draft Main Order Limits above the existing and proposed rail infrastructure
 - Notional alignment of new estate roads
 - Deviation Potential of Parkside Road and new estate roads. The boundaries of zones through which a limit of deviation runs will change depending on the final alignment of the infrastructure within the limit of deviation
 - Boundary between development zones. The boundary will change depending on the final alignment of the infrastructure and the limits of deviation.
 - Access routing to and from Newton Park Farm, Sycamore Cottage and surrounding buildings from Parkside Link Road.
 - Development signage locations
 - Development Zones

NOTE 1: Development Zones include the existing buildings to be demolished, the new alignment Parkside Road, estate road infrastructure, rail freight interchange link to estate road and elements pertaining to individual development plots including buildings, hardstandings, parking, energy services, landscaping, bunding, fencing and storm water attenuation.

Schedule of Parameters for Development Zones					
Zone	Number of Warehousing Units / Buildings *+1	Maximum development floor space per Zone (m²)	Other Defined Element Within Zone	Maximum building / element height measured to roof ridge / highest point in metres above Ordnance Datum	Equivalent building height relative to FFL
A	1 to 5 warehousing units	76,000 sq.m.		63.15m	Up to 30m
B	1 to 3 warehousing units	50,000 sq.m.	Energy Services	63.50m	Up to 30m
C	1 to 10 warehousing units	245,000 sq.m.	Energy Services	63.50m	Up to 30m
	3 to 4 Site Hub buildings	1,500 sq.m.		48.50m	Up to 15m
D	1 to 3 warehousing units	85,000 sq.m.		64.00m	Up to 30m
E	1 to 4 warehousing units	80,000 sq.m.		63.45m	Up to 30m
F	1 to 4 warehousing units	55,000 sq.m.		65.35m	Up to 30m
			Lorry Park	N/A	N/A
G	1 to 6 buildings	3,000 sq.m.	Welfare	45.35m	Up to 10m
				49.00m	Up to 15m
			Yard	48.50m	Up to 14.5m
			Container stacks 5 high	53.30m	Up to 20.3m
			Container stacks 7 high	59.00m	Up to 25m
			Gantry Cranes	44.00m	Up to 10m
			Lorry Park	44.00m	Up to 10m
Total maximum floor space across the development**		590,000 sq.m.			

*1 These are the potential number of main use buildings in each zone and excludes any ancillary buildings or structures.
*2 This total floor space is the maximum floor space (excluding mezzanine space) that will be developed across the site notwithstanding that the maximum floor space stated for each Zone combined would exceed this figure i.e. it is the overall floor space cap for each zone excluding mezzanine floor space.



PEIR FIGURE 3.1 : Parameters Plan

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